

Message Text

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72

ACTION IO-13

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TAGS: ETRN, XN

SUBJECT: THIRD REPORT - ICAO DEN/ICE CONFERENCE, PARIS, MARCH 27 -
APRIL 7, 1973

MONTREAL FOR USREP ICAO

1. FINANCE COMMITTEE TOOK UP METHOD OF CALCULATING CHARGES
BASED ON JANUARY 1, 1974, STARTING DATE. THE CONCEPT
OF WEIGHT WAS INTRODUCED, HOWEVER THIS RECEIVED LITTLE,
IF ANY SUPPORT. MOST DELEGATES FAVORING A FLAT CHARGE
PER FLIGHT FOR CIVIL AND GENERAL AVIATION. AS TO THE
LATTER, THERE WOULD BE NO EXCEPTIONS FOR GENERAL AVIATION
AIRCRAFT. FLAT RATE AGREED UPON FOR SIMPLICITY IN
BILLING AND COLLECTION. BELGIUM RAISED THE POINT THAT
NO USERS SHOULD PAY COSTS THAT BENEFIT OTHERS, IN OTHER
WORDS NO SHOULDERIN G. U. S. SUPPORTED FLAT CHARGE PER
FLIGHT.

2. REQ QUESTION OF MILITARY FLIGHTS FINANCE COMMITTEE CONSIDERED
THAT COST OF JOINT FINANCING SERVICES ALLOCABLE TO
MILITARY OPERATIONS SHOULD NOT BE BORNE BY INTERNATIONAL
CIVIL AVIATION, BUT SHOULD BE INCLUDED IN PORTION TO BE
BORNE BY STATES.

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3. LASTLY, THE FINANCE COMMITTEE AGREED THAT THE CHARGE FOR 1974 SHOULD BE BASED ON 1972 ACTUAL COSTS 30 PERCENT OF COSTS ALLOCABLE TO CIVIL AVIATION DIVIDED BY THE 1972 CROSSINGS. SIMILAR FORMULA WOULD APPLY FOR 1975 AND 1976 USING DATA FOR 1973 AND 1974.

4. TECHNICAL COMMITTEE DISCUSSION CONTINUED ON MET SERVICES WITH U. S. PROPOSAL NOT TO AMEND ANNEXES 1 OF EITHER AGREEMENT, BUT TO NOTE IN REPORT THAT THIS IS NO LONGER AN AERONAUTICAL REQUIREMENT FOR DELATANGI OBSERVATIONS, AND THAT THE OBSERVATIONS AT REYKJAVIK, STYKKISHOLMUR, AND VESTMANNAEYJAR ARE PRIMARILY FOR TAF' S AND ICELANDIC FIR FORECASTING RESPONSIBILITIES. PROPOSAL TO BE DRAFTED FOR FURTHER CONSIDERATION.

5. DISCUSSION ON ALLOCATION OF MET SERVICES BETWEEN AERONAUTICAL AND NON- AERONAUTICAL USES DISCLOSED SOME WHO WISHED TO MAKE AN ARBITRARY ALLOCATION, BUT ALL AGREED THAT NO TECHNICAL BASIS NOW EXISTS FOR ALLOCATION. U. S. PROPOSED ALLOCATION STATEMENT.

6. DISCUSSION OF FIXED COMMUNICATIONS SERVICES PROPOSED NO CHANGES TO JFA ANNEXES, BUT NOTED MET/ COM NOT ALL FOR AERONAUTICAL PURPOSES AND THAT ATS/ COM MAY BE CHANGED BY PROPOSED REYKJAVIK FIR STUDY.

7. DISCUSSION OF QUESTION OF REDEFINING AREA OF JFA BY MOVING SOUTHERN BOUNDARY TO 55 DEGREES NORTH BEGAN WITH IATA REVIEW OF THE COVERAGE OF EACH OF THE INDIVIDUAL SERVICES IN THE JFA ANNEXES , CONCLUDING THAT MANY HAD COVERAGE FOR SOUTH OF 55 DEGREES NORTH AND THAT 40 DEGREES NORTH REMAINED ON A TECHNICAL BASIS A REASONABLE SOUTHERN BOUNDARY. U. S. STATED THAT THE SUBJECT NEEDED REVIEW AND WAS SATISFIED THAT IT HAD GOTTEN THAT REVIEW AND THAT IF THE USERS (IATA) WERE HAPPY WITH 40 DEGREES NORTH, SO BE IT.
IRWIN

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